

REMARKS

The Office Action dated August 30, 2004, has been carefully reviewed and the foregoing is in response thereto.

During a discussion with Examiner Pang on September 22, 2004, Examiner Pang asked for a statement indicating that a one-way drive connection, such as that produced by one-way clutch 32, is not the drive connection produced by a hydraulically actuated friction clutch.

The two independent claims of this application, Claims 1 and 14, include the element “a second layshaft driveably connected through a second power path and a one-way drive connection to the input, supporting a second opinion thereon.” The reference to the “one-way drive connection” is a reference to the one-way clutch 32 shown in Fig. 1 and located between layshaft 16 and gear 28. In a previous Amendment, page 13 of the specification was the revise to eliminate a hydraulically actuated friction clutch from among the components that would produce a one-way drive connection. The application recites that the one-way drive connection through which the input is connected to the second layshaft may be any of the following, a one-way clutch, a sprag-type one-way clutch, a roller-type one-way clutch, and a mechanical diode.

But a hydraulically actuated friction clutch or brake produces a drive connection in two directions regardless of the direction of rotation of the components engaged by the clutch or brake, and it requires a control system to regulate its engagement and disengagement.

Each of the other claims in this application depends ultimately from either Claim 1 or Claim 14. In view of these remarks, Claims 1-30 appear now in condition for allowance. Favorable action is respectfully solicited.

Respectfully submitted,



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